

YACHTING  
AND OTHER SPORTS

## CALENDAR OF SPORTS.

Cricket—Married against at Makiki, 2:30 p. m. Race against Manuelli, for the title at Kapiolani Park, 4 p. m.

Cricket—Practice at Makiki, 10 a. m.

Cricket—H. C. C. against Jones & Co. Racing—Decker against Hewson's Monarchs, 2 p. m. Hare and Hillelmas Athletic Club, Hawaiian-Myrtle boat races at Harbor.

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SINGLE-HAND  
CRUISING MADE PLAIN

may differ as to the relative value to the sport of large yachts, each class having its own merits; but few will deny the necessity of the mosquito fleet fitted to the needs of many.

derived from yachting on a small boat, says W. P. Stephens, in the

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abnormally constituted who cannot, on the one hand, stand his own society for a time and find positive enjoyment in solitary cruising; and who, on the other hand, after a certain amount of such work, cannot find a new pleasure in the society of the right sort of shipmate. The true single-hand craft is fitted for both cases; through the excellence of her design and the perfection of her fittings, the double labor of sailing and housekeeping is light, even for one man; and yet her dimensions and interior arrangements are such as to give comfortable quarters for two or three, at all times. Above all, the size and arrangement must be such as to make the owner at all times independent of professional aid.

Even for the limited work now under discussion, the size and type of boat may vary within very broad bounds; but there are certain requisites which cannot be dispensed with. The ideal single-hand yacht must be: 1. Small enough for one. 2. Large enough for two (or three). 3. Healthy, in design, construction and fittings. 4. Non-capable and non-sinkable. 5. Comfortable, with a dry, snug house. To obtain each and all of these essentials in full, with a number of secondary but important details, is a difficult matter; and, as in a yacht design, a judicious compromise is necessary. That the yacht must be small enough to be efficiently handled by one man, is beyond argument; that she may be in all respects a single-hand without having accommodation for two, or even one extra hand, is literally true; but the great majority even of those who prefer solitude at times and always abhor a large crowd on a small boat are neither misanthropes nor cranks who would bar all companionship.

The necessity for seaworthiness in the broadest sense is plainly obvious. The great charm of such cruising is the ability to go anywhere within reason, and to do this one must be as nearly independent of weather and water as skill can make him. Even in the smaller craft intended strictly for coast work, there will be times when a worse sea is met, in proportion, than in a larger vessel off shore. The design must be strictly of a sea-going type; there must be no catboat hull to be in a sea. And the construction must match; no flimsy ex-racer to twist her capsize and no long spoon bows to crush keel out or to split her decks.

The fourth point may admit of a slight compromise, at least on the second count. Is anything of the best type, absolute non-capability may be had, and even in the deep center-board type, such as the Humber canoe-yacht, there is no danger of a capsize even if such a thing should be actually possible.

Non-capability is a valuable quality in any yacht, but it is not always easily obtained in a small craft. There is no material difficulty in the subdivision of the hull into an ample number of compartments to float it under almost any conditions short of utter destruction, but this can be done only at the expense of much valuable space. Another objection is that the compartments are difficult to ventilate.

The serious heeling of a small yacht is of very rare occurrence, so rare that with a thoroughly good construction, with planking of adequate thickness, and a good pump, all bulkheads and tanks may be dispensed with, provided the boat is non-capable. As far as ordinary collision from without is concerned, the weight of tanks and bulkheads can well be put into an increased thickness of planking or the use of a stronger and consequently heavier wood below and about the water-line. The convenience and cleanliness of a hull open from stern to stern, with all parts fully vented, go far to offset the remote possibility of a serious hole below water.

The comfort of the crew is a matter of importance in a small yacht; at the best there will be times when there is no escape from the all pervading wet when it is only a question of degree of dampness between indoors and out, and when there is nothing for it but to make the best of things and hope for a change of weather. To reduce this element of discomfort to a minimum, a cabin is necessary, entirely enclosed and tightly built both as to sides and roof, where one may read, cook and sleep in comparative dryness and comfort in any but the worst weather.

While the half-decked boat with its tent or hatches has advantages for certain work, if the size of the hull admits it, the closed cabin is much better suited to the wants of the average single-hand navigator who, held close to the land by business and only sailing at intervals, lacks the hardihood of the professional fisherman, or even the exceptional amateur whose time is spent wholly afloat.

The cabin should be one of the special charms of the single-hand yacht, so planned as to give a dry and safe place for everything that belongs to it in its manifold capacity of kitchen, drawing-room, library, chart-room and sleeping-room. The man who follows cruising—and a charming sport it is—must be content to live in a water-tight bag, so far as his belongings are concerned, with a tin box or so to help out; but when he advances to the command of a single-hand yacht he should have, as he well may, a cabin with its two berths, lockers, shelves, racks, etc., for every article of his greatly enlarged menage. If he is something of a mechanic as well as a sailor, the planning and fitting up of such a cabin will prove one of the great charms of his craft.

How large a yacht can be safely and easily handled by a competent man is still an open question; with a properly designed craft the water-line may run to at least forty feet, and the main limit seems to be the weight of anchor which one man can weigh and cut with ordinary tackle, and the size of catwall which he can set and reef. For most men, however, a water-line of eighteen to twenty-one feet is most suitable, as giving all reasonable accommodation with a minimum of draft and cost.

As to type of boat, a great variety of models have been used at times—fishing smacks, canoe yaws, miniature cutters and converted lifeboats and ship's long-boats. For that seagoing work which is expected of even the smaller single-handers, the canoe type, as disingenuous from the sloop type, is in every way superior. The former, whose distinctive characteristics are the moderate proportions of breadth and depth to length, the fair and easy form, and the similarity of the two ends, both pointed, is strictly a natural type, as old as the art of sailing itself. To it belong the savage war canoes of all quarters of the world—the old Viking ships, the ancient galleys of the Mediterranean, and the surf-cats, seine-boats and whaleboats of civilized nations. The model was taken by the early navigators from nature itself, the dried leaf floating on the water, and the graceful pods of plants, suggesting its artistic curves of bow and stern and sheer, all drawn to fit and freely to fit the waves, with no regard for the cramping tonnage laws of ignorant yachting politicians.

The sloop type, on the contrary, is purely artificial, its characteristics of great breadth, limited depth, full round bows and square stern being derived directly, as the result of tonnage laws, from the chong boxes first used on the Tyne to float the greatest number of tons of coal on the smallest possible measurement, and then developed into some thing that could be sailed after a fashion by the fishermen and smugglers of the shoal Dutch coast. Where vessels, large and small, are built to meet only natural conditions in all parts of the world, the canoe type is followed; it is only when tonnage laws and faulty navigation laws are the first consideration that men are forced to build boxes, wide and shoal in the



The trio of horses shown in the above illustration are probably the best animals in their respective classes that have ever visited the Islands.

Loupe (2:09 1/4) is by John Sevenoaks, by Nutwood, out of Belmont. He was at one time considered among the first flight of harness horses in America, having been started against the mighty Diablo, who beat him by an infinitesimal margin after a fiercely contested race. Loupe arrived here a year or so ago and was given a preparation for the Honolulu free-for-all, which he won easily, creating a local track record of 2:12 1/2.

This year Loupe was purchased by Mr. Charles E. Eagan, in whose ownership he won the Hilo free-for-all, creating a track record there. Loupe was shipped to the Coast three weeks ago, to be fired and turned out at the Brentwood horse track throughout his successful career in Hawaii.

Dixie Land is a black gelding, aged, by Silk Gown, out of Kate, and is owned by J. T. Moir of Hilo. He was recently imported from the States, where he ran in several races. He made his reputation in Canada, however, several years ago, when he won everything in the jumping line across the Divide. He is perhaps the best-bred running horse in the Islands today. Dixie Land easily won the hurdle race at Hilo on July 4th and will undoubtedly be favorably heard of again on the local tracks.

Billy McCloskey is a chestnut stallion, aged, by Joe Hooker, out of Jessie R. and the property of J. R. Wilson of Hilo. "Billy" has an enviable reputation as a stayer at the Coast, whence he is a recent importation. He will be well and favorably remembered by any frequenters of the old Bay District track in San Francisco, who may now be in Honolulu. "Billy" is a rare-plucked up and started his Island career notably by winning the Hawaiian Derby, distance one and a half miles, at Hilo on July 4th. He followed up this achievement by winning a mile and a quarter race handily at the same place on the following day.

Brock and Manuelli will race, as arranged, at Kapiolani Park this afternoon for a purse of \$250 a side. The distance is a quarter of a mile and each horse is to carry 117 pounds. The race is timed for 3:30 p. m.

Brock is a son of Lord Brock, a well-known old-time Island racer, and is owned by Domingo Ferreira, who will in all probability ride his own horse this afternoon. Manuelli, or Shenandoah, Jr., as he used to be called, is a son of Shenandoah, and is the property of J. A. Nunes, the sporting blacksmith.

These two horses met at the same distance on July 4th, on which occasion Manuelli won. Brock's owner was not satisfied, however, by the outcome of that race that Manuelli was the better horse, for the reason that at that meeting the winner only had a "feather" on his back while the loser packed 120 pounds and as the result of a heated argument as to the respective merits of the horses, today's match at even weights was made and the money posted.

Both horses have done well in their training and each is reputed to be able to reel off a quarter in less than 25 seconds. A great speed contest should result and there is little doubt that local lovers of a good race will assemble in force this afternoon at Kapiolani Park.

MAILE LIMAS ARE  
ACTIVE ATHLETES

The appearance in recent athletic contests of the name Maile Ilima has excited considerable curiosity among local athletes as to the nature of the organization bearing that name.

The Maile Ilima Athletic Club was

formed a year ago by a few old High School boys and it is from among the ranks of graduates from the High School that the association enlists most of its members.

The club has for its object the pursuit of pure amateur sport, and has, despite its brief period of existence, already succeeded in making for itself a favorable reputation along these lines.

The active membership at present amounts to the respectable number of thirty-five and meetings for the purpose of discussing future arrangements are held on the evenings of the second and fourth Wednesdays of every month at the residence of Mr. T. Lucas, on Bereania street.

Last season the green and gold colors of the Maile Ilimas were to the fore on the local football fields and the result of their initial season's playing gave much cause for congratulation. Punahou College defeated them by a score of 18-6, after which they played two ties with St. Louis College, succumbing to them after a hard-fought game in the third meeting of the teams.

The Maile Ilimas recently won the Young Men's Christian Association basketball championship, having five straight victories to their credit, and sustaining no defeat throughout the series.

En Sang, one of their star athletes, won the 100-yards dash and the broad jump for the Green and Gold at the Makiki games on July 4th.

A baseball team has recently been formed and its members are practicing steadily, with a view to challenging the newly organized team of the Young Men's Christian Association.

The Maile Ilimas contemplate putting a strong football team in the field this season under the captaincy of George Lucas, and games have already been arranged with St. Louis and Punahou Colleges.

Several members are already in training for the big amalgamated athletic meeting to be held at Kapiolani Park in October and judging from the material available and the spirit of enthusiasm at present prevalent among the members, the Green and Gold should catch the judge's eye on that occasion with uncommon frequency.

The next event on the Maile Ilima's athletic program is a hare and hound chase, scheduled to take place on the evening of Saturday, August 11th. The run will start and finish at Robert King's place, at the corner of Emma and Bereania streets, at 7 p. m., and the distance will be approximately five or six miles. The running will be of an easy nature on account of this being the first turnout of the season. Three hares and about twenty hounds are expected to constitute the field. The hares will be chosen from Ernest Schmidt, George Lucas, George Clark and one or two others. There will be a good moon on the evening of the chase and the affair promises to be a big success. It is intended to institute monthly or semi-monthly runs if sufficient support is accorded the maiden effort. Everyone interested is cordially invited to turn out with the hounds on next Saturday week and participate in an evening of glorious, health-giving exercise.

The officers for the ensuing half year are as follows: President, Robert D. King; vice president, George F. Wright; secretary, George Lucas; treasurer, Eugene K. Allen; sergeant at arms, Ernest Schmidt; property man, John K. Clarke.

A GOAT HUNT AT THE  
KOLOLEKOLOE PASS

After an early breakfast we left Honolulu for Kololekolo Pass in the Waianae range.

There were three in the party, all mounted, and we took turns leading the pack horse. Each had a repeating rifle, revolver and hunting knife and plenty of cartridges. The pack-horse carried the tents, a blanket apiece and "grub" for a week.

After a hot, dusty ride past ricefields and taro patches, we passed Pearl City and reached the plains between the two ranges. Here we noticed the change from the damp, depressing air of the lowlands to the light, invigorating mountain breezes. After traveling for about ten miles across the plains we turned our horses' heads toward Kololekolo Pass on the left, which we reached about the middle of the afternoon.

We camped by a stream just below the Pass and after a swim to get the red clay off we cooked dinner and made ready for the night. About sundown we saw a herd of goats winding around a low peak on the right of the pass, but we knew from experience that it was useless to go after them then. After sunset it grew dark fast and we had just rolled ourselves in our blankets and settled down for the night, when we were aroused by the snorting of the horses, and rushed out to find three or four wild dogs trying to open a can of embalmers' beef which we had left outside. We fired a couple of shots at them but could not see the sights on our guns, so the dogs scurried away over the hill. We again settled ourselves for the night and although the mosquitoes were numerous, we were safe under the nets which the rims of our hats held from our faces, and we slept soundly until sunrise.

It was a dull morning and the Pass was blanketed with clouds that had blown in from the sea, while on the right Kaala's peak was lost sight of in right drifting clouds. After a hearty breakfast we started up the trail.

We had reached the center of the Pass when I had an opportunity for the first time to see how a wild dog gets his breakfast. We were walking along rather carelessly when two wild dogs came at full speed over the ridge, and, failing to see us, swooped down on a flock of turkeys which was feeding in the bottom of the Pass. In a moment each had a turkey by the neck and was running up over the ridge, when we dropped them with our rifles. These dogs seem to be of the bulldog species and are heavy-set with powerful shoulders and thick necks. We hurriedly skinned the dogs and stowed away the turkeys, which we took because the dogs had killed them. We had seen the turkeys before but had allowed them to remain unmolested as they were out of season.

After hanging the game in a tree we proceeded up the trail and followed a ridge that led to a grazing place for goats. After walking along the ridge some distance, we cautiously looked over to a shelf about a hundred feet below us, where we saw a herd of goats. We each picked out our goat and fired simultaneously. Three goats fell, but the place was so steep that only one caught on the rocks, the other two rolling over the precipice.

We hunted in this way until afternoon and secured seven skins; we could have killed many more, but we do not believe in shooting goats when we can get them, as they are fast becoming extinct through different hunting parties betting how many head they can slaughter.

We remained at the Pass three days and then left for the other range, where we had been invited to stay at a friend's hunting lodge, some ten miles to the east. We crossed the plain early in the morning and followed the trail up a ridge of the mountain. After going about a mile above the timber line, the trail suddenly turns down the side of a canyon. Here the trail is cut out of the side of the canyon and the tropical vegetation is so dense that it is practically impenetrable. The trail winds back and forth for about half a mile before it reaches the bottom of the canyon; there a rapid mountain stream rushes over the rocks and the trees in the vicinity have been cleared away.

A great many wild pigs inhabit this part of the country, but it is impossible to get them without trained dogs. This sport is very exciting, wading up the streams, where the banks are unclimbable and following the baying dogs, in order to be in at the death.

Wild boars grow to a great size here and often kill the dogs. We each succeeded in shooting one and retained the tusks and bristles as trophies.

VENATOR.

HARSMEN PRACTICING  
FOR THE FALL EVENTS

A campaign of activity has been entered upon in earnest in both the Myrtle and the Healan boat houses. Practices have been frequent during the past week and intending candidates for places in the respective boats are quietly conditioning themselves with an eye to approaching try-outs.

There has been much discussion among boating men during the past week as to the calibre of the material available, as compared with that of previous seasons. While it is at present too early to advance a hard and fast opinion on this subject, it certainly looks from present indications as though this year's crews will compare favorably with those of the past. That the coming contests are holding their own in popular favor is evinced by the very considerable interest already being displayed in doings at the boat house.

For the Myrtles Captain W. W. Harris will continue to retain his title by acclamation. His views of the season's prospects are by no means as rosy as his club colors. Captain Harris is a disappointed man. Of last year's winning anchor crew two are away and one is home of constant. George Martin has gone to the Coast. O. Sorenson, last year's stroke, is in England, and W. Soper cannot row on account of an accident recently sustained. P. Lishman is the only member of last year's senior crew available.

Captain Harris speaks woefully of his rowing associates being "up against it" to such an extent as to have become completely demoralized. While Mr. Harris is probably inclined to take a somewhat over-pessimistic view of the situation, there is no doubt that his club will be somewhat handicapped by having to break in a new crew at this late stage of the season for preparation.

Two of last year's junior crew, Lyle and R. Ross, are expected to have become more active in this year's proceedings, as the former expects to go away shortly, while Mr. Ross' physical condition has improved to such an extent that he has advised him not to row at all this season. Captain Harris says that his

(Continued on Page 12.)